

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office AUG 14 1937)

of writing Report 10/8/37 When handed in at Local Office 11/8/37 Port of TRIESTE

Survey held at Trieste - Venice Date, First Survey May 20 Last Survey Aug 19 37

on the Machinery of the Wood, Iron or Steel Twin SC 'CONTE VERDE' (No. of Vessels one)

Gross 18765 Vessel built at Glasgow By whom W. Gardmore & Co. Ltd. When 1923/4

Net 11527 Engines made at do By whom do When 1923

Power 3650 Boilers, when made (Main) 1923 (Donkey) ✓

Main Boilers 6 1/2 Owners Lloyd Triestino Soc. An. di Navigazione Owners' Address Port Trieste Voyage Far East

Donkey Boilers 2 1/2 Managers ✓

Pressure 300 lbs If Surveyed Afloat or in Dry Dock both

Donkey Boilers ✓ (State name of Dock.) Esperia Gaiini - Venice

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) T.S. M.B.S. & Rep.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom? ✓

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? ✓

Where a survey was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

What was the last date of internal examination of each boiler? 14, 24 & 29; 7-37

Has the Surveyor examined the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 210 lbs (38 lbs only)

Has the Surveyor examined the Safety Valves of the Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has the Surveyor examined all the mountings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What was the date of examination of Screw Shaft? 29.7.37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a good fit

When engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Where a survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the B.S. The safety valves of the 4 boilers in forward stockhold and of the port boiler in after stockhold require to be adjusted under steam. This will be done on the vessel's return to Trieste - about 2 months' time.

2. - Not done. Vessel placed in dry dock. The propellers, stern brooch, tail shafts and outside fastenings examined and found in good condition. Forward & after brooches of both stern tubes, bottom half painted. (Hear down of lignum vitae 6 mpm)

B.S. - All boilers examined internally & externally together with their mountings, doors & safety valves repaired as recommended.

The safety valves of the boilers in after stockhold except the port boiler, adjusted under steam to the pressure stated above.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel is worthy to state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.M.S. 9, 11, & L.M.C. 9, 11, or

remain as classed with fresh date of tail shafts seen 7.37, and B.S. 7.37 when the survey has been completed, subject to the boilers repaired by electric welding, being examined in way of reboiler, before the end of October 1937

Fee (per Section 29) BS due 1388- TS due 300- due 800- due 150-

Damage or Repair Fee (if any) (per Section 29.) due 800-

Other expenses (if chargeable) due 150-

Committee's Minute FRI 10 SEP 1937

Signed As now subject

Received by me, 5-10-37

Engineer Surveyor to Lloyd's Register of Shipping.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to the survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 10091		+ LMC-M.S.-9.36
with freeboard		B.S. - 5.36
11.36		T.S. CL - 9.36
S.E. Tri. No. 3 - 1.36		+ Lloyd's RMC-11.36
Fitted for oil fuel 4.23		F.P. above 150°F.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Twin Sc "CONTE VERDE"

All the steam pipes in boiler spaces, part in place & part removed, examined & tested hydraulically to 200 lbs. lagging removed where required & pipes satisfactorily replaced and afterwards examined under steam.

Alteration: Two vacuum augmenters have been added to each set of turbines.

Repairs now effected. The starboard L.P. turbine rotor removed on shore, and 10 pairs of rotor blades of the last 6 ahead expansions renewed. (due to corrosion) On completion the rotor has been balanced dynamically. The corresponding stator blades have also been renewed. The steel impulse blades of the astern turbine (brass) were renewed.

The tubes of both main condensers removed, cleaned, replaced, and condensers afterwards tested under a full head of water, and found tight.

The tubes of the air exhausters renewed, on completion air exhausters tested & found tight.

Grinders. The grooving in the forward & after end plates under centre furnaces of the following J.E. Grinders have been cut out, and welded electrically, and an efficient doubler secured by studs & electric welding fitted over same.

In forward stockhold: port J.E. Gls. forward & after end plates; centre J.E. Gls. after end plate. In after stockhold: port, centre & starboard J.E. Grinders, forward end plates.

On completion of the repairs, the above boilers have been tested hydraulically to 16 atm. with satisfactorily results.

In view of the extensive welding repairs now effected it was arranged with the Owners' Superintendent for all welds to be examined on the vessel's return to Trieste.

W.S.